proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES.**

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–3138 (23 FR 5506, February 9, 1978), and by adding a new airworthiness directive (AD), to read as follows:

British Aerospace Regional Aircraft Limited (Formerly British Aerospace Commercial Aircraft Limited, Vickers-Armstrongs Aircraft Limited): Docket 94–NM–135–AD. Supersedes AD 65–20–04, Amendment 39–3138.

Applicability: All Model Viscount 744, 745D, and 810 airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent reduced structural capability of the fuselage pressure vessel, accomplish the following:

(a) To operate the airplane for a maximum of 30 years since the date of manufacture or 75,000 total landings, whichever occurs first, accomplish the following:

(1) Perform visual, eddy current, dye penetrant, and x-ray inspections in accordance with Sections 2 through 10 of British Aerospace Preliminary Technical Leaflet (PTL) No. 221, Issue 10, dated May 1, 1994 (for Model Viscount 744 and 745D airplanes); or PTL No. 94, Issue 10, dated September 1, 1993 (for Model Viscount 810 airplanes); as applicable. Perform the initial inspection at the later of the times specified in paragraphs (a)(1)(i) and (a)(2)(ii) of this AD. Thereafter, repeat these inspections at the repetitive intervals specified in the applicable PTL.

(i) Prior to the threshold specified in Sections 2 through 10 of the applicable PTL; or within the next repetitive inspection specified in Sections 2 through 10 of the applicable PTL following the immediately preceding inspection accomplished in accordance with PTL No. 221, Issue 4 (for Model Viscount 744 and 745D airplanes), or PTL No. 94, Issue 4 (for Model Viscount 810 airplanes); whichever occurs first. Or

(ii) Within 60 days after the effective date of this AD.

(2) Install the modifications specified in Sections 2 through 10 of British Aerospace PTL No. 221, Issue 10, dated May 1, 1994 (for Model Viscount 744 and 745D airplanes); or PTL No. 94, Issue 10, dated September 1, 1993 (for Model Viscount 810 airplanes); as applicable. Accomplish this installation at the later of the times specified in paragraphs (a)(2)(i) and (a)(2)(ii) of this AD.

(i) Prior to the accumulation of the number of equivalent flights at 6.5 pounds per square inch (psi) specified in the initial compliance columns of Sections 2 through 10 of the applicable PTL. Or

(ii) Within 60 days after the effective date of this AD.

Note 2: The number of equivalent flights at 6.5 psi is determined by using the procedure specified in Section 1, Part 6, Paragraph 6.6, of PTL No. 221 or PTL No. 94, as applicable.

(3) Modify the components of the pressurization system to reduce the cabin pressure maximum pressure setting to 3.5 psi, in accordance with Section 1, Part 7, Paragraph 7.5.2 of British Aerospace PTL No. 221, Issue 10, dated May 1, 1994 (for Model Viscount 744 and 745D airplanes); or PTL No. 94, Issue 10, dated September 1, 1993 (for Model Viscount 810 airplanes); as applicable. Accomplish this modification at the later of the times specified in paragraphs (a)(3)(i) and (a)(3)(ii) of this AD.

(i) Prior to the accumulation of 25 years since date of manufacture, or prior to the accumulation of the number of flights equivalent to 17,000 flights at 6.5 psi; whichever occurs first. Or

(ii) Within 30 days after the effective date of this AD.

(b) This paragraph is applicable only to airplanes listed in British Aerospace PTL No. 320, Issue 3, dated October 1, 1993 (for Model Viscount 744 and 745D airplanes); and PTL No. 189, Issue 5, dated May 1, 1994 (for Model Viscount 810 airplanes). To operate the airplane for a maximum of 45 years since date of manufacture or 75,000 total landings, whichever occurs first: Prior to the accumulation of 30 years since date of manufacture, or within 2 months after the effective date of this AD, whichever occurs later, perform the inspections, change the inspection times, install the modifications, and perform all other actions specified in the applicable PTL.

(c) If any crack(s) or corrosion is found during any inspection required by this AD, prior to further flight, repair in accordance with British Aerospace PTL No. 221, Issue 10, dated May 1, 1994 (for Model 744 and 745D airplanes), or PTL No. 94, Issue 10, dated September 1, 1993 (for Model 810 airplanes).

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on May 3, 1995.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–11357 Filed 5–8–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 39

[Docket No. 94–NM–107–AD]

Airworthiness Directives; British Aerospace Model ATP Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Supplemental notice of proposed rulemaking; reopening of comment period.

SUMMARY: This document revises an earlier proposed airworthiness directive (AD), which would have superseded an existing AD that is applicable to all British Aerospace Model ATP airplanes. The existing AD currently requires inspections to detect cracking of the aft end of the wing rib boom angles on the left and right engine, and repair or replacement of the wing rib boom angle assemblies, if necessary. The existing AD was prompted by the detection of cracks in the engine outboard rib boom angles at the main landing gear (MLG) actuator attachment point. Its required actions are intended to prevent structural failure of the actuator attachment point, which could lead to collapse of the MLG. The previously proposed action would have limited the applicability of the rule to certain airplanes; revised the initial inspection threshold for certain modified airplanes; and would have required that modified boom angles be installed whenever replacement is necessary. This action revises the proposed rule by correcting the actions necessary to be accomplished for one specific type of cracking condition.

DATES: Comments must be received by June 1, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–107–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041–6029. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington.

FOR FURTHER INFORMATION CONTACT: William Schroeder, Aerospace Engineer, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2148.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: ''Comments to Docket Number 94–NM–107–AD.'' The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM–103, Attention: Rules Docket No. 94–NM–107–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056.

Discussion

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add an airworthiness directive (AD), applicable to certain British Aerospace Model ATP airplanes, was published as a notice of proposed rulemaking (NPRM) in the **Federal Register** on January 18, 1995 (60 FR 3581). That NPRM would have superseded an existing airworthiness directive (AD) that is applicable to all British Aerospace Model ATP series airplanes. The existing AD currently requires inspections to detect cracking of the aft end of the wing rib boom angles on the left and right engine, and repair or replacement of the wing rib boom angle assemblies, if necessary. The existing AD was prompted by the detection of cracks in the engine outboard rib boom angles at the main landing gear (MLG) actuator attachment point.

The NPRM proposed to limit the applicability of the existing rule to only a certain number of airplanes; revise the initial inspection threshold, depending on whether or not certain modifications have been accomplished on the boom angles; and require that modified boom angles be installed whenever replacement is necessary.

Since the issuance of that NPRM, the FAA has recognized that one of the corrective actions proposed for certain cracking indications was incorrectly stated.

Specifically, proposed paragraph (f) describes the actions that are to be taken if visual inspections reveal that one rib boom angle is cracked, and the crack extends beyond bolt hole Y or into bolt hole A. For conditions of this type of cracking, the NPRM proposed to require that operators repeat the inspections of the rib boom angle for additional crack propagation at intervals of 50 hours time-in-service. If no additional cracking was detected during any of the repetitive inspections, operators would be required to repair the rib boom angle or replace the rib boom angle assembly within one month. However, if additional cracking was detected, operators would be required to repair or replace prior to further flight.

Those proposed corrective actions were inadvertently iterated in the NPRM. They are incorrect and, as stated, are unacceptable as corrective action to address the described cracking conditions. Additionally, they are at variance with the corrective action recommended by the manufacturer and described in the service bulletin referenced in the NPRM as the appropriate source of service information (i.e., British Aerospace Service Bulletin ATP–57–13, Revision 5, dated June 3, 1994). Instead, the action that must be taken to address initial findings of the described cracking is either the repair of the wing boom angle or replacement of the wing boom angle assembly, prior to further flight. The FAA has determined that the proposed rule must be revised to require this specific corrective action.

Since this change expands the scope of the originally proposed rule, the FAA has determined that it is necessary to reopen the comment period to provide additional opportunity for public comment.

The FAA estimates that 10 airplanes of U.S. registry would be affected by this proposed AD. The inspections that are currently required by AD 93–14–08 take approximately 2 work hours per airplane to accomplish. The average labor rate is $60 per work hour. Based on these figures, the total cost impact of the current inspection requirements AD on U.S. operators is estimated to be $1,200, or $120 per airplane, per inspection cycle.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of

the proposed requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. However, since AD 93–14–08 became effective on September 3, 1993, the FAA assumes that at least the initial inspection already has been performed on several of the affected airplanes. Thus, the total cost impact of this proposed AD may be reduced by the amount of the costs associated with those inspections that have already been accomplished.

Additionally, since this proposed AD would extend the compliance time for the initial inspection of some airplanes, it has the effect of reducing the economic burden for operators of those airplanes, since it would preclude scheduling an airplane for inspections at a time earlier than is necessary.

Should replacement of the boom angles with modified boom angles be necessary, it would require approximately 150 work hours to accomplish, at an average labor charge of $60 per work hour. Required parts would cost approximately $3,800 per airplane.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES.**

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–8632 (58 FR 42194, August 9, 1993), and by adding a new airworthiness directive (AD), to read as follows:

British Aerospace: Docket 94–NM–107–AD. Supersedes AD 93–14–08, Amendment 39–8632.

Applicability: Model ATP airplanes; serial numbers 2002 through 2063, inclusive; certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (j) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent structural failure of the actuator attachment point, which could lead to collapse of the main landing gear (MLG), accomplish the following:

(a) Conduct a detailed visual inspection to detect cracking of the aft end of the engine outboard rib boom angles under the wing rib outboard of the left and right engine, in accordance with British Aerospace Service Bulletin ATP–57–13, Revision1, dated January 15, 1993; or Revision 5, dated June 3, 1994; at the applicable time indicated below.

(1) For airplanes on which Modification 10313A (reference British Aerospace Service Bulletin ATP–56–16–1013A, Revision 1, dated July 2, 1994) has not been accomplished: Conduct the initial inspection within 400 hours time-in-service after September 8, 1993 (the effective date of AD 93–14–08, amendment 39–8632), or within 12 months since airplane manufacture, whichever occurs later.

(2) For airplanes on which Modification 10313A has been accomplished (modified inboard and outboard boom angles on both the left wing and right wing): Conduct the initial inspection prior to the accumulation of 30,000 landings on the boom angle assembly or within 12 months after the effective date of this AD, whichever occurs later.

(b) For the purposes of compliance with this AD, the following apply:

(1) *Repair* of cracked rib boom angles shall be accomplished in accordance with a method approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate.

(2) *Replacement* of cracked rib boom angle assemblies with modified assemblies shall be accomplished in accordance with British Aerospace Service Bulletin ATP–57–16–10313A, Revision 1, dated July 2, 1994 (as corrected by Erratum 2, dated August 30, 1994). Prior to the accumulation of 30,000 landings on the replaced (modified) boom angle assembly, repeat the inspection in accordance with paragraph (a) of this AD.

(c) If no crack is detected: Repeat the detailed visual inspection at intervals not to exceed 3,000 landings or 12 months, whichever occurs first.

(d) If any crack is detected on only one rib boom angle, and that crack does not extend beyond bolt hole X: Repeat the detailed visual inspection of the rib boom angle for additional crack propagation at intervals not to exceed 300 hours time-in-service.

(1) If no additional crack propagation is detected during any of the repetitive inspections: Within 6 months after discovery of the crack, either repair the rib boom angle or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(2) If any of the repetitive inspections reveal that crack propagation has reached or extends beyond bolt hole Y or into bolt hole A: Prior to further flight, either repair the rib boom angle or replace the rib boom assembly in accordance with paragraph (b) of this AD.

(e) If any crack is detected on only one rib boom angle, and that crack extends beyond bolt hole X, but not beyond bolt hole Y or down towards bolt hole A: Repeat the detailed visual inspection of the rib boom angle for additional crack propagation at intervals not to exceed 100 hours time-in-service.

(1) If no additional crack propagation is detected during any of the repetitive inspections: Within 3 months after discovery of the crack, either repair the rib boom angle or replace the rib boom angle assembly in accordance paragraph (b) of this AD.

(2) If any of the repetitive inspections reveal that crack propagation has reached or extends beyond bolt hole Y or into bolt hole A: Prior to further flight, either repair the rib boom angle or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(f) If any crack is detected on only one rib boom angle, and that crack extends beyond bolt hole Y or into bolt hole A: Prior to further flight, either repair the rib boom angle or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(g) If any crack is detected on both rib boom angles, and cracks do not extend beyond bolt hole X: Repeat the detailed visual inspection of the rib boom angles for additional crack propagation at intervals not to exceed 100 hours time-in-service.

(1) If no additional crack propagation is detected during any of the repetitive inspections: Within 3 months after discovery of the cracks, either repair the rib boom angles or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(2) If any of the repetitive inspections reveal that crack propagation has reached or extends beyond bolt hole Y or into bolt hole A: Prior to further flight, either repair the rib boom angles or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(h) If any crack is detected on both rib boom angles, and cracks extend beyond bolt hole X, but not beyond bolt hole Y or down towards bolt hole A: Repeat the detailed visual inspection of the rib boom angles for additional crack propagation at intervals not to exceed 50 hours time-in-service.

(1) If no additional crack propagation is detected during any of the repetitive inspections: Within 1 month after discovery of the cracks, either repair the rib boom angles or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(2) If any of the repetitive inspections reveal that crack propagation has reached or extends beyond bolt hole Y or into bolt hole A: Prior to further flight, either repair the rib boom angles or replace the rib boom angle assembly in accordance with paragraph (b) of this AD.

(i) If any crack is detected on both rib boom angles, and cracks extend beyond bolt hole Y or into bolt hole A: Prior to further flight, either repair the rib boom angles or replace the rib boom angle assembly in accordance with paragraph (b) of this AD

(j) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Standardization Branch, ANM–113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM–113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM–113.

Note 3: Alternative methods of compliance previously granted for amendment 39–8632, AD 93–14–08, continue to be considered as acceptable alternative methods of compliance with this amendment.

(k) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on May 3, 1995.

James V. Devany,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95–11356 Filed 5–8–95; 8:45 am]

BILLING CODE 4910–13–U

14 CFR Part 71

[Airspace Docket No. 95–AWP–5]

Proposed Amendment to Class D and E Airspace Areas; Camp Pendleton MCAS, CA

AGENCY: Federal Aviation Administration [FAA], DOT.

ACTION: Notice of rulemaking.

SUMMARY: This document proposes to amend the Class D and E airspace areas at Camp Pendleton MCAS, CA. The intent of this proposal is to provide controlled airspace for instrument flight rules (IFR) operations at Camp Pendleton MCAS, CA.

DATES: Comments must be received on or before June 12, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Attn: Manager, System Management Branch, AWP–530, Docket No. 95–AWP–5, Air Traffic Division, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009.

The official docket may be examined in the Office of the Assistant Chief Counsel, Western Pacific Region, Federal Aviation Administration, Room 6007, 15000 Aviation Boulevard, Lawndale, California 90261.

An informal docket may also be examined during normal business hours at the Office of the Manager, System Management Branch, Air Traffic Division at the above address.

FOR FURTHER INFORMATION CONTACT: Scott Speer, Systems Management Specialist, System Management Branch, AWP–530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 297–0010.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with the comments a self-addressed, stamped postcard on which the following statement is made: ''Comments to Airspace Docket No. 95–AWP–5.'' The postcard will be date/time stamped and returned to the commenter. All communications received on or before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the System Management Branch, Air Traffic Division 15000 Aviation Boulevard, Lawndale, California 90261, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRM

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, System Management Branch, P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRM's should also request a copy of Advisory Circular No. 11–2A, which describes the application procedures.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to modify the Class D and E airspace areas at Camp Pendleton. The intended effect of this proposal is to provide Class D and E airspace for aircraft executing instrument approach procedures at Camp Pendleton MCAS, CA. Class D and Class E airspace designations are published in paragraphs 5000 and 6004, respectively, of FAA Order 7400.9B, dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class D and Class E airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(1) is not a ''significant regulatory action''